STATIONS MANY ACTORS STRANDED.

take advantage of the situation by advancing his price from ten to twenty centes a pail, and came to grief thereby. The poor people in the neighborhood were enraged at the advance and made a raid on the yaid, so that the dealer had to ask police protection and close his gates altogether. Hardly another class is so immediately and gravely affected by the intense cold and heavy anowfall as the very poor. Great distress has already resulted in the tenement-house districts. Fires are going out for lack of fuel, familihes are deprived both of heat and the means of cooking their food, and the situation appears serious in the extreme. Five hundred market men in Washington Market, and half that number in Fulton Market, yesterday watched the great heaps of drifted snow beaped up on every side with rueful countenances. For two days they had not averaged one customer

to each market man, and the outlook was dismal,

EVEN THE BIG MARKET MAY FAIL

to each market man, and the outlook was dismal, indeed.

The only resource in time of trouble for marketmen is to put up prices and this they did yesterday, early and often. Heef, veal and mutton jumped from \$2 to \$3 a inneded pounds wholesale and two to five cents a pound retail. Chickens rose from 15 and 20 cents to 13 and 25 cents a pound downtown, and "aimost out of sight," said a house-keeper from Harlem. Butter, like King John of Abyssinia, kept advancing, and at nightfall was five cents a pound beyoud the starting point of the morning. So with every article of food in the market the price, retail and wholsale, was put up from 10 to 50 per cent, with dire forebodings of a turther advance this morning to the range of famine figures.

"But what's the use of putting up the price? said a butcher; "we haven't got any customers. They can't got here, and if they did get here we could not cart their purchases home to them, for we haven't got wagous, sleighs, nor nothing."

But while prices for meats, vegetables and fish climbed up on stills, there were still plenty of these supplies, the only thing feared being a prospective scarcity. Not so with milk. Not a milk train on any road had reached the city since Monday morning. Milk is brought to the city only in quantities sufficent to last one day. The suffering that would come to thousands of hapless infants in this city that are sursed on the bottle should the milk supoly fail, can easily be seen. That it will fail almost envirely there is only too much reason to believe. The daily supply of milk that comes to the city is something over 15,000 cans of forty quarts each. On Monday the milk trains all reached the city before the storm. Yesterday, beyond a few milk sleighs from the suburbs, carrying probably 500 cans, not a pint of milk reached the city.

A Limiteo supply of condensed the milk department

A LIMITED SUPPLY OF CONDENSED MILK. The man who has charge of the milk department in Leggett & Co.'s wholesale stores states that they d on hand at present a stock of condensed milk that was sufficient to meet the ordinary daily de-mand for a week; "but," he added, "I feel almost certain that if the orders which should have reached here to-day could be seen we have only about sufficient to tide us over a couple of days at

best."

The manager at the store of Acker, Merrall & Condit, Fifty-seventh-st. and Sixth-ave., rashed from one end of the big concern to the other as he maid: "The hotel men fairly besieged us with orders for seven when the store of the st aid: "The hotel men fairly besieged us with orers for cases upon cases, but we couldn't more
han half meet them. In several intances we had to cut down the
rders 75 per cent. In still others our
The manager of Park & Tilford's, at Fitty-nintht,, and Fifth-ave., was no better off. He smiled as
e said: "I may as well tell you right here that if
he demand which has been made upon us here toav for condensed milk be the same elsewhere,
here is not enough of the commodity to last over
light. It is unprecedented."

BROOKLYN WALL SUPPLIED AT PRESENT.

BROOKLYN WELL SUPPLIED AT PRESENT. While Brooklyn was slowly emerging yesterday the embraces of the blizzard, there fear in some quarters that the coal milk dealers could not supply the demands, proprietors of hotels and restaurants having in a large stock of milk as soon as the blizdest in. But the outlying districts had not

had in a large stock of little as control stand set in. But the outlying districts had not been heard from yesterday.

There is plenty of coal in Brooklyn; the only trouble is to deliver it. There is also an abundance of condenset milk. One instance was reported yesterday in which a man paid \$15 for a ton of coal. The Charendon Hotel got a single ten of coal yesterday, and with difficulty, too. That was all the coal there was in the house.

The way to enjoy life under the present trying The way to enjoy life under the present trying circumstances, as under most others, is to be a member of a club. None of the large clubs feel the want of anything in the way of supplies except pilk, and some of the stewards think they will get through the time till the roads are open without even feeling that want very severely, especially with the aid of that boon to modern society, condensed milk. At the Lotos Club it was stated last night that there was hardly coal enough to last through the week, but a supply was confidently expected to-day.

THE STORM HAS PUT TO SEA. MONTANA IS HATCHING ANOTHER.

THE RECENT BLIZZARD CONFINED ALMOST WHOLLP

TO THE COAST. Of the many alarming rumors that prevailed yesterday, none was heard with more dread than one predicting another blizzard last night or this This disquieting prediction, it was claimed, rested upon the high authority of the People shook their heads in despair as they read it on the bulletins, and inwardly vowed they would never spend another winter north of Florida if they survived to reach

It appears that this distressing report was not made by the Government's local weather offi-They disavowed all responsibility for it

made by the Government's local weather officials. They disavowed all responsibility for it last evening when asked about the matter, and declared that there was no foundation for the rumor. The storm was over, entrely over, so far as regards New-York. The blizzard had moved off toward the northeast. New-England would get a portion of it yesterday, but the centre of the storm was on the ocean. "The damage to vessels," said the official in charge, "will be heavy, but not so great as it would have been had the storm come in from the sea and driven the shipping on the coast."

To-day, he said, would be clear and cold. The storm would probably strike Europe to-day or to-morrow, and, unless its force was spent in crossing the Atlantic, London and Paris might have an experience in cyclones such as those great capitals have never yet had. As no telegraphic communication between here and Washington could be established yesterday, it was necessary to send the reports from this office to headquarters by way of Chicago, St. Louis and New-Or-leans, and thence up through the Southern States, where the weather is behaving itself now properly. While the reporter was talking a dispatch came in this circuitous way from Charleston stating that the storm there had been in the form of rain and high winds. This was the Southern terminus of the blizzard's circuit. As it came North it increased rapidly in violence, at the same time developing a marked intensity of cold.

A little later, official reports came in from other cities, the first that were received since Sunday.

in violence, at the same time developing a marked intensity of cold.

A little later, official reports came in from other cities, the first that were received since Sunday. Three reports showed that the storm had been confined to the coast. In Ohio the weather is clear. Cincanati reported that the thermometer stood at 20 while at Cleveland it was only down to 10. Farther West the mercury ranged from 18 in Chicago and Indianapolis to 10 in Detroit. In all these places there was a clear sky. Clouds and temperatures began at Buffalo, when the mercury hugged the zero closely, being only two degrees above it. Syracuse, Albany and all the other cities of the State were in much the same condition. None of the New-England cities were heard from. Another storm is now arising in Montapa, but it is not thought that it will amount to much.

FIRE ALARM BOXES IN BETTER ORDER.

BUILDING IN TOWY. The difficulties that confront the Fire Department increase hour by hour. The shovelling of snow off the sidewalks and roofs has made many of the streets absolutely impassable for horses. In many of the narrow streets the snow is from five to eight feet deep The fire alarm wires and boxes were in a much better condition yesterday than they were the before and it was estimated that not more than one hundred boxes south of Sixty-fifth-st. were out of order, and these were scattered over a wide territory. so that no one section of the city was in danegr from this cause.

ut there is comparatively little danger of large fires that quarter. The intense cold of yesterday probably froze some of the hydrants, but as most of them are buried under the snow, it is thought they will be

and in good working order.

The telegraphing staff were kept at their posts all Monday night, and a full force will be kept on duty until the crisis is past. Every well man in the Fire Department is at his station and no leaves of absence are granted. Assistant-Chief Bonnar consulted with Police-Superintendent Murray yesterday rearding measures to be taken to prevent disastrons fires. Chief Bonnar requested the papers to give warning to the public that the present condition of the streets will make it impossible for the Bremen to reach fires promptly for acveral days. He asks that citizens use every precaution in their power to prevent fires, especially those who have charge of large storchouses, factories and hotels. All large heaters should be surrounded by dirt, and furnaces in large establishments should be watched day and night. He also requests that owners of bob-sleds, suitable for carrying engines and hoult and ladder trucks, will olther loan or hire them out to the nearest engine house. There have, fortunately, been but few alarms since the storm set int and but two of these for sorious fires, so that both the mos and horses are in good condition. Monday night, and a full force will be kept on duty

JERSEY BOADS STILL BLOCKED. FEW TRAINS GET AS FAR AS NEWARK.

The blockade on the Pennsylvania Railroad continued yesterday to a most monotonous degree. The Jersey City station looked like a gypsy camp, for a large number of would-be passengers had made the best of the disagreeable situation in the waiting mean for an entire day. Their number was augmented yesterday morning by a collection of travellers to Florida from all over the Northeast. Mrs. T. De Witt Talmage and her daughter are among the victims. Two theatrical companies are also enjoying the hospitalities which the station affords, because they cannot help it. They are the Madelon Company and the Boston Theatre Company, Roland Reed's "Woman Hater" company, which was to open at Williamsport, Pa., on Monday night, has been badly scattered by the Pennsylvania's blockade. Alice Hastings is in Jersey City, while others of the company are anywhere between here and Phitadelphia. "Sam'i of Posen" and his support are at Taylor's Hotel, and Lillie Clay's "dizzy blondes" are also rubbing their eyes red with vexation in Jersey City. The blockade on the Pennsylvania Railroad con-

THE CHICAGO EXPRESS REACHES NEWARK. A train consisting of two cars and four locomolives and covered with beautiful designs in congealer water, arrived from Newark last night, and br

the good news that the Chicago Limited Vestibulo train, which was stalled for a day near Harrison, on the meadows, had pushed through to Newark. A relief car of supplies had been sent out in the morning, with three locomotives pulling and three more pushing, to insure the passengers against starvation. The Pennsylvania Railroad is therefore free now as far as Newark, and every effort is being made to open it up to the city of Brotherly Love.

The present disastrous storm which caused so many railroad accidents, added another to its record at about neon yesterday. A snowplough drawn by six locomotives, had been sent out to clear the track as far as the Bergen Cut, if possible. At Grove-st., the long line of locomotives was sent at full speed against the snow-bank. The drift was so hard, however, that the first locomotive, No. 805, went over it instead of through it, and was forced from the track by the other engines. The locomotives demolished a telegraph pole and a settion of railroad fence, and stopped, with its pilot not more than three feet from a tenement-house, at the corner of Grove-st. and Railroad-ave. The cab was folally desiroyed, and three of the four mean mounted on the engine, were badly here. The engines. William H. Peabody, escaped injury by

A FEW PASSENGER TRAINS OUT. A train consisting of four coaches and three locome tives, started for Newark at about 6 o'clock, to the gratification of several hundred passengers, among whom were members of the Joe Dowling and Sadle Hasson company. It reached its destination, Sadie Hasson company. It reached its destination, and the first train for Elizabeth left at 9 o'clock. At 10 o'clock another train arrived from Newark, and the whole road is expected to be open to-day.

At the Abattoir, at the foot of Sixth-st., Jersey City, a great deal of suffering among the catile is reported. A large gang of men has been busy since Monday night trying to get the animals under shelter, but experienced unfold difficulty in moving the cars to the sheds. A large number of the cattle were frozon to death on Monday nigh.

All other roads with termint on the Jersey side of the North River, including the Delaware, Lackawanna and Northern, and the Erie roads, are as yet hopelessly blocked. No train either left or arrived yesterday.

Reports of a terrible collision of two trains on the Central Railroad of New-Jersey near Cranfield, in which injuries were sustained by an engineer, firemen and several passengers were received with surprise by the officials of that road. The fact that com-

by the officials of that road. The fact that communication with that point is practically cut off was sufficient to warpad the officers of the railroad in denying the Truth of it. At President Naxwell's office J. R. Maxwell said: "I do not believe the statement, because if the news had come through to New-York it would certainly have reached some of the officials of the company, and would have been reported to my brother, the president of the road I was present when the controller of the road was in conference with my brother to day, and he reported that no accidents had been heard of on the line."

At the company's terry, at the foot of Liberty-st., several officials and weather-bound passongers were confronted with notices poeted at the ticket offices, which said, "No trains to day, March 13, 1858," and "All trains abandoned until further notice." Among the belated travelers at Communipaw were the members of the Lilly Clay Opera and Burlesque Company, who boarded the cars on Monday morning in the hope of opening in Reading, Penn., on that evening. From latest advices they are still making the best of it in the limited accommodations of the cars with every prospect of staying there for some time.

SLEPING IN THE FERRY HOUSE.

achieved, and all hope of running trains last night was abandoned, although one track was cleared on the line to Newark, and hopes were entertained earlier in the day that communication would be opened with that point.

At the Eric Railroad Station, at the foot of Pavonia ave. Jersey City, business was at a standstill. No hoats were run on the Twenty-third-st, branch of the ferry during the day, but the Chambers-st, branch made regular trips until half-past six; after that the boats were run only at irregular intervals. Not a train left the station during the day, and the only ones in were the locals that had been stalled since Monday, and which came in empty. Train No. 12, an express from the West, which should have reached Jersey City at 7 a. m. Monday morning, was reported stalled between Middletown and Monroe. The passengers were well provided for. Three other fast trains were stuck, one at Port Jervis, and the other two between Port Jervis and Jersey City.

At 4 o'clock a message was received from Buffalo, the first communication that had been had from the other end of the road for thirty-six hours. No communications were received from intermediate stations. All the trains that are in transit are stopping at stations except one. Tha left Jorsey City at 7 p. m. Monday evening and is fast in a drift just west of the tunnel. At the station last night a large number of passengers for way stations were waiting for trains to take them to their homes, but there were no trains. The company did everything in its power to make patrons confortable. A number of Pullman sleeping cars were run into the train house and the borths were made up for the use of ladies. About forty coaches were also kept lighted and heated for the comfort of passengers. The company also provided free meals for their detained patrons at the station restaurant both yesterday and Monday.

The road officials said that they had about 2.000 men at work on the line with shovels and that they hoped to get trains started this morning. but acknowledged

PATERSON'S COAL IS GETTING SCARCE.

PATERSON'S COAL IS GETTING SCARCE.

Paterson has been cut off since Sunday from all communication with the outside world. The wires are down and the railroad communication is uncertain. All the manufacturers have ceased operating owing to a lack of coal, and business is completely paralyzed. Snow drifts, ten and fifteen feet deep block the streets, rendering them impassable. None of the New-York papers have reached here since Sunday night. The first train from Jersey City got there yesterday afternoon. Several hundred Ridgewood people are blocked there. A large number of persons are frust bitten, but fortunately no lives were lost. Provisions and coal are getting scarce. A great deal of suffering will be entailed before the blockade is removed.

HOUSES SAID TO BE BLOWN DOWN A report was received yesterday that a new row of five buildings, owned by P. Henderson, and located at Bergen, Fourth Precinct of Jersey City, had been blown down. No Estails have yet been received.

SNOWED UP IN NEW HAMPSHIRE. Handover, March 13 (Special).—A blinding snow storm, by far the most severe that has visited this locality for years has beeen raging since 6 o'clock last night. It is accompanied by a high wind which has covered the roads so that all travel is stopped. Drifts are fifteen feet deep. The mercury stands 100 above zero. No trains have reached here for sixteen hours.

ROADS BLOCKED IN CANADA. Oftawa, March 13.—No trains have arrived here to-day, owing to the snow atorm. The west bound Toronto express, which left here last night, is stuck

between here and Carleton. The weather is cold and VIOTIMS OF THE BLIZZARD.

A MERCHANT FOUND DEAD IN THE SNOW. MANY OTHER CASES OF PREEZING REPORTED-ALL

THE HOSPITALS KEPT BUSY.
policeman of the West Forty-seventh-st. squad found an insensible man in the snow in front of No. 826 Seventh-ave. at a quarter to 5 o'clock yesterday morning, and called help to carry him to the police station. On the way to the station the man died. By means of papers in his pockets the police learned that he was in his pockets the police learned that he was George D. Baremore, a dealer in hops at No. 3 Water-st., whose home was in the Osborne Flats, at Seventh-ave, and Fifty-seventh-st. Later Henry Baremore, a son of the dead mer-

chant, who lives at No. 322 West Fifty-seventhst., went to the police station and had the body
removed to the family apartments in the Osborno
Fiats. There was no doubt that Mr. Baremore
had lain in the snow a long time before he was
found dying. Possibly he had lain there several
hours, as he was warmly clad and partly protected from the wind by the snow, yet had frozen
to death. Mr. Baremore was forty-five years old
and lived with his wife and unmarried daughter.
He left his home to go to his place of business
on Monday morning and was obliged to walk
most of the way. Late in the afternoon he left
his office in Water-st., intending to walk back
to his home in the flat house. As the wind was
in his face his progress must have been slow, and
he may have stopped at several places to get
warm. He was subject to nervous fits and had
been known to faint when overworked. Probably he fell in a fainting fit when he had nearly
reached his home, and lay insensible in the snow
until he froze to death. A coroner yesterday
gave a permit to the family to prepare Mr. Baremore's body for burial.

MANY NARROW ESCAPES ON MONDAY. chant, who lives at No. 322 West Fifty-seventh-MANY NARROW ESCAPES ON MONDAY.

The belated police reports, which arrived at Headquarters yesterday, showed that a number of persons in the city narrowly missed death in the storm on Monday. Frederick Knoack, a middle aged German of No. 565 West Forty-seventhst, was found helpless in a snow drift a block away from his home, and was carried to the Roosevelt Hospital. The Harlem police rescued a Mr. Redfield, of No. 26 West One-hundred-and-twenty-eighth-st. and Richard Patterson, of No. 165 East One-hundred-and-ditteenth-st., who had stuck fast in snow drifts and were freezing to death in One-hundred-and-ditteenth-st., who had stuck fast in snow drifts and were freezing to death in One-hundred-and-ditteenth-st., Thomas Nixon, driver of an express wagon, and William Davison, of No. 18 Pearl-st., were pulled out of snow banks in Ninth-ave., and were taken to the New-York Hospital by the police of the West Twentieth-st. svund. Matthew Flannery, a car driver, of No. 1.887 Second-ave., was found helpless in the snow at Second-ave. and Ninety-fourth-st., and he recovered in the Eighty-eighth-st. police station. John Ross, driver of an express wagon, was carried into the music store, No. 23 Union Sequare, half frozen, but afterward was able to go to his home in Seventh-ave. Victor Spinaponti, a district messenger at No. 599 Broadway, was sent out with a message to be delivered in East Fifty-seventh-st. He was found insensible in the snow in East Thirty-seventh-st, where he was kept all night and attended by a physician. Yesterday the lad was sent to his home in Washington-square, so badly frostbitten as to be unable to walk. His mother is an opera singer, at present without employment.

A BOY CYPERIEAD IN A DEIFT. Headquarters yesterday, showed that a number of persons in the city narrowly missed death in

A BOY OVERHEAD IN A DEIFT. ome from school on Monday afternoon, got into a deep drift at the corner of Twenty-sixth-st, and Lexington-ave. He was hampered by his school

sofficient to wargad, the officers of the railroad in despiting the Unith of it. At President Maxwell's statement, because if the news had come through to New-York it would certainly have reached wone of the officials of the company, and would have been reported to my brother, the president of the road, conference with my brother, the president of the road, conference with my brother to day, and he reported that no accidents had been heard of on the line."

At the company's terry, at the foot of Liberty-ty-several officials and westber-bound passengers were confronted with notices posted at the tichet offices, which said, "No trains to day, March 13, 1888," and "All leafus abandoned until further notice." Among the posted at the tichet offices, which said, "No trains to day, March 13, 1888," and "All leafus abandoned until further notice." Among the passengers in the scory prospect of staying there for some time.

On Monday wight the superistendent of the ferry protect binself with some confers in the shape of prilows and blackets and determined to camp out to his office. Among the passengers in the shape of philows and blackets and determined to camp out to his office. Among the passengers in the shape of the little determined to camp out to his office. Among the passengers in the shape of the little determined to camp out to his office. Among the passengers in the shape of the little determined to camp out to his office, a morning in the street all divide into the Chambers' Street Hospital Dissensary yesterially to have the could neither creach the presy side only the provided his many the provided

treatment. People of all degrees fell victims to the severity of the weather, especially on Monday; but very few of the cases proved fatal. The chaotic condition of the telephone and police wires caused some delay in answering calls, and some of the bespitals could be reached only by messenger. But the ambulance surgeous worked nobly. The uptown hespitals were little affected. The Gorman Hospital reports no cases due to the bliztard. St. Luke's, Mt. Sinal, the Hahnemann and the Presbyterlan hospitals received only a few unimportant cases of frost-bits. Prederich Kaack, fifty-two years old, of No. 565 West Forty-soventh-st., was found half-frozen in the snow in West Forty-eighth-st., and was removed to Roosevelt Hospital.

in West Forty-eighth-st., and was removed to Roosevelt Hospital.

A horse struggling in the snow at Suffolk and Houston sts. yesterday hicked in the face Moses Walterfield, age thirty-two, of No. 26 Clinton st. He was taken to Behovde.

A LABORER'S FATAL WALK IN THE COLD. Thomas Sullivan, an old man of seventy, walked yesterday from his home, No. 53 Market-st., to the pol-house about the centre of the Park, opposite tool-house about the centre of the Park opposite Ninety-sixth-st, to work in the Park as a lashrer. On arriving at the tool-house he complained of feeling sick, sat down and died in a short time, it is supposed from exposure. The Park poice took the body home after receiving permission to do so from the Coroner. Eight additional cases were received at the New-York Hospital yesterday. John Page, a thamith, of No. 616 East Sixteenth-st, had his frozen ears treated and wont home. Antonio Radich, an Italian bootblack, slipped on the ice and sustained a lacerated wound of the scalp. After the wound was dressed he went home to No. 139 West Twenty-eighth-st. Police Officer Patrick McKay, of No. 418 West Thirty-third-st, was also able to go home after his frozen ears were dressed. Frank Ahmen, a laborer, of No. 449 West Twenty-seventh-st.; Julius Finkeldey, a varnisher, of No. 125 West Twenty-fifth-st., and Robert C. Wiggins, of No. 131 Clinton place, were brought in suffering from pneumonda. James Fallon, age forty, of No. 219 West Twenty-eighth-st., broke his ieg al Twenty-eighth-st. and Fifth-ave, and John Durkin, a porter. fell on the clevated railroad steps at Four-teenth-st. and Sixth-ave, severely cutting his eye-brow. He was able to go home.

Matthew Fleming, age thirty-seven, of No. 1,887 Second-ave, was found suffering from cold and exposure at Ninety-fourth-st, and Second-ave. The police cared for him. John Ross, driver of No. 469 Seventh-ave, was found by the police overcome with the cold. He was soon able to go home. Robert J. Black, age forty-nine, of No. 180 East Eightlieth-st., slipped in the enow in front of No. 1398 Third ave, and broke his ankie. He was assisted home.

PATIENTS TREATED AT ST. VINCENT'S. Ninety-sixth-st., to work in the Park as a la

PATIENTS TREATED AT ST. VINCENT'S. or twelve cases of varying importance were treated On Monday afternoon August Johnson, of No. 479 Broome-st., slipped and broke his left leg, and was

Broome-st., slipped and broke his left leg, and was brought to the hospital. Winifred Brooks, of No. 22 Princa-st., was the next arrival. She had fallen down the slippery steps of her house, breasing an arm and sustaining internal injuries. Simon Landau, age forty, of No. 5 Rivington-st., fell at Centre Market Place and Broome-st., and broke his high.

Two cases yesterday were those of a ten year-old boy who had received a scalp wound, and Thomas Dougherty, age sixty-five, of No. 357 West Sixteenth-st., who, while shovelling snow, had all his fingers frozen so severely that they will probably slough off. Guiseppi Chicarini, an Hulian, was shovelling snow from the track in lower Broadway yesterday noon when Thomas Jenuings, a cabman, of No. 23 Willett at, drove by in a sleigh. The shaft of the sleigh struck the Italian, teating off a portion of his left car. He was taken to St. Vincent's Hospital, and Jennings was airrested. Justice Klibreth dscharged him, it appearing that the mishap was an accident.

Although cases of persons being found unconscious

charged him, it appearing that the mishap was an accident.

Although cases of persons being found unconscious in the snow, with frost-bitten noses, ears and Imbs, were numerous on the New-Jersey side of the North Eliver, so far as known there has been thus far but one death due to exposure. Mary Hubert, thirty-five years old, the who of tapiain Hubert, of the lighter Emma Smith, lying at the Thingvalla steamboat dock at Hobbien, was found dead and frozen stiff on the deck of the lighter at half past 4 yesteriay alternoon. Her fusband, who was away at the time, said afterward that she was intoxicated. Her body was taken to the Morgue.

Annie Voist, thirty soven years old, of No. 213 Broome-st, fell at Grand and Broome sts, last night and broke her right leg.

ALONG THE LINE OF THE ERIE. Port Jervis, N. Y., March 13.-Five engines are off the track on the Eric road between here and Jersey

City, and wreckers from here in attempting to restore an engine at Otisville got snowed in. About twenty-five cars of cattle at point

Delaware Division are snowed in, and it is feared many of the animals have been frozen.

The St. Louis limited, which reached here yesterday, is still here. The Scranton express is also here. Other trains from the West are held at Susquehanna and Lackawaxon.

About a hundred passengers, some bound for European steamers of to-day, are detained here.

LINEMEN HARD AT WORK.

A BIG JOB REPAIRING THE WIRES. THE LOCAL SERVICE RECOVERING-A FEW LINES

RUNNING NORTH AND WEST. Little could be done yesterday toward repairing the damage done by the storm to the electric wires. Large gangs of linemen were started out early and kept busy all day, but there were so many broken wires and poles to fix up that little more could be done than clear away the wreck. I, orce of over 100 men were sent in sleighs to do what they could toward fixing up the wires toward Newark, Passaic, Pater-son and other neighboring cities. A force of linemen and operators was also held in readiness to start with the first outgoing trains. But the big drifts along the highways made work of any kind outside

the city exceedingly difficult.
FEW OUT-OF-TOWN CONNECTIONS LEFT. The officials of the Western Union Company acexcept with Chicago, Pittsburg, Buffalo and a few other Western and Northern points. "We haven't an available wire in the city," said Superintendent Breenan. "All our local business is being done through the tubes, and everything is taken subject to delay. We have one duplex wire to Chetanatt; that is working fairly well. A quadruplex and Wheatstone to Chicago is also doing nicely. one duplex wire to Pittsburg and two quadruplexes to Buffalo. Our Buffalo business is now clear. East and South our wires are all down. We are now in regular communication with Albany, Syracuse, Utica, Newburg, Rondout, Hudson, Peelskill, Tarrytown, and nearly all stations on the West Shore Road. The ocean cable business is in good shape. In every direction from this city poles and wires are down.

It will tern several days to repair them." THE UNITED LINES A LITTLE LUCKIER.

At the offices of the United Lines Company, a little better report was made in regard to New-York. The manager said that the local wires remaining up were in pretty fair shape. One to the Hoffman House worked all right. So did three in Brooklyn and one in Jersey City. The United Lines to Chicago were working all right. The company had commu-

nication with Boston. they would escape with comparatively little injury beyond the tearing down of their line of poles in beyond the tearing down of their line of poles in West Eleventh-st. But yesterday it was learned that nearly a dozen more were down in Tenth-ave, at One-hundred-and-fortieth-st., several in Harlem, a number in Brooklyn and in other places. Thirty men were sent to West Eleventh-st. and kept there all day. Gangs were also dispatched to other points. "In forty-eight hours," said Mr. Brown, the superintendent of the construction department, "we shall have things in shape so that we can at least take care of nine-tenths of all the business we have offered to us." General Eckert, however, feared that several days would pass before things were put entirely in shape again.

to us." General Echert, however, feared that several days would pass before things were put entirely in shape again.

The Long Distance Telephone Company maintained communication with Philadelphia throughout the storm. When this became known down-town there was a regular rush for the company's offices, which are on the seventh floor of the Telephone Building, in Courtlandt-st. The other points reached by this company were cut off.

BETTER LIGHT IN THE STREET AT NIGHT.
One of the most disagreeable features of the situa-

One of the most disagreeable features of the situa-tion on Monday night was the darkness that prevailed all over the city. The few electric lights that would burn were turned off as a precautionary measure, and the gas lamps were blown out. This was not repeated the gas lamps were blown out. This was not repeated last evening. All the streets and squares were filluminated to a great extent, though the big tower rights in Madison and Union Square were not lit. The officials of the United States Illuminating Company, which lights a great deal of the lower part of the city, claimed that their system worked all right, but they deemed it wise to turn off the effective to prevent fires on Monday night. For example one large lamp in front of Forsyth's store, No. 201 Broadway, was blown through the heavy plate glass who dow. Had it been it the piece would have been set on fire. Smillar statements were made by the Brash people, who light most of the uptown streets, the Thomson-Houston Company and others. They did not deay, however, that in many instances their lamps were freezen, and also that the circuits failed to work frequently on account of the storm.

AUSTIN CORBIN SNOWBOUND. MANY HOURS IN THE DRIFTS ON HIS OWN ROAD

BROUGHT THROUGH AT LAST. A complete blockade of the Long Island Railroad continued yesterday. No trains of any description reached the Brooklyn station, and before 3 p. m. all telegraphic communication was suspended on the line. President Austin Corbin, who left his house at Babyin covering much ground. As stated yesterday, he stuck in a big snow-drift near Jamaica. What sucby General SuperIntendent I. D. Barton to Vice-President J. R. Maxwell, at the general offices of the company, at No. 115 Broadway :

"Long Island City, March 13, 1888. ery engine was blocked with snow even the doors of the round houses were blocked. All the trackmen, yardmen and expressmen are now digging them out and clearing away the snow. The ining car is fitted up, and meals are being cooked for 150 men who are shovelling snow. As soon as probably at 1 o'clock, they will start with snow I hear that President Corbin is housed with Conductor McDonald near Springfield (three miles from Jamaica.) General Superintendent of Telegraph Topping has wired him particulars of the situation.

" I. D. BARTON, "General Superintendent." The next and last telegraphic message received at The next and last telegraphic message received at No. 115 Broadway showed that the elements maintained their superiority, and left the fate of President Corbin in doubt. As provisions were being pushed through to him, however, his friends hoped that he would be able to survive the "state of siege" without serious loss of weight. The telegram said:

"Long Island City, March 13, 1888.

"There is now no Bigliboud of our being able to

"Long Island City, March 13, 1888.

"There is now no likelihood of our being able to run trains this p. m. We start three engines with snow-plough from Babylon in a few minutes to be followed by engines and a caboose filled with provisions. We also start engines and snow-plough for North Shore Division. Every effort is being made to clear off the snow.

"I. D. BARTON.

"I. D. BARTON, "General Superintendent. "I. D. BARTON,
"General Superintendent,"
Henry W. Maxwell, of the Long Island Railroad,
said that he had received information of an attempt
yesterday afternoon to send a train out from Long
Island City, but as the wires immediately afterward
gave out, he was unable to say with what result.
Late at night better news was received. The relief
train, which followed a snow plough pushed by three
engines from Long Island City at noon for Jamaica,
returned at 7:30 o'clock with about 300 of the passengers of the five trains snowbound at Rockaway
Junction, including President Austin Corbin. Three
women, the only ones on the trains, were cared for
at Mrs. Gibney's. There were four other trains
which had not been reached and nothing was known
of the condition of the passengers.

A single track was clear between Long Island
City and Jamaica. The snow plough running on the
North Shore division had not reached Flushing. It
was expected that full traffic would be resumed by
night, though the snow was still drifting badly.

A DAY AND A NIGHT ON A CROTON TRAIN. BUYING UNDERDONE BISCUITS AT TWENTY-FIVE CENTS A PIFCE-ROBBING MILK CANS.

All day yesterday the people who had been " snowed ing among their friends and associates. Every one, as soon as he reached a clear space and an audience, could a tale unfold," and many a story was told for the first time yesterday, that shall be added to the legends of the city and last for generations. Nathaniel Tuttle, cashier of "The Tribune," was one

of a large number that had an interesting experience on the New-York Central Railroad, within five or six miles of the Grand Central Station. Among those who shared the enjoyment were Superintendent Daniel Draper, of the Central Park Observatory, G. P. Morisini, P. Randolph, J. B. Colgate, J. J. Odell, and several ladies. Interesting as it was nobody complained of its brevity and everybody was lagd to come away when the performance was over. The train left Croton at 7 a.m. and after considerable delay at Dobb's Ferry reached a point between McComb's Dam and the junction of the Hariem Road at about 10 o'clock. There the train stayed all day and all night. The passengers of the four cars preserved their good nature, playing whist, telling stories, and using every effort to amuse themselves and one another. The supply of provisions was not large, but there were a few cans of milk on board with the covers chained down. The chains dol not prevent the milk being poured out, and one cover that was not fastened served for a drinking cup. The passengers drank the milk, and left the railroad company to pay for it. But there were other resources; a woman who kept a shanty near the track had a barrel of flour and this was soon made into biscuits, neglecting, in her anxiety, to bake them quite as much as she ought

her anxiety, to bake them quite as much as she ought to have done, and sold them at the nominal price of 25 cents each. Such bits of a ham as could be se-cured were thrown in.

A report was circulated to the effect that the blockade would be opened in a few hours, and most of the passengers settled themselves patiently in the cars. As the day advanced the storm grow more severe, and at 6 o'clock word was given that there was no chance of release during the night. The en-

gineer said that he could keep up steam in the cars, and the passeagers settled themselves for the night-Double scate were given to the ladies, and the men contented themselves with one cools. During the night the wind become so high that at times it was feared the cars would be blown from the tracks and the ladies became frightened. About midnight it was learned that the water had given out in the engine tank, and a number of the passengers volunteered to carry snow in buckets to keep the tank filled. In this manner steam was kept up and the cars thus remained heated and comfortable, although in some of the other trains the steam gave out entirely.

When the light of the manning came nothing could

the other trains the steam gave out entirely.

When the light of the monthing came nothing could be seen of the engine but the smoke-stack and the top of the botler. At 8 o'clock some of the passengers made their way to the One-hundred-and fity-fifthest, station of the clovated railway, and joining those who had ridden up from Forty-geomalest, to secure a sead going down, reached the city.

Walter Weston, a broker at No. 40 Breadway, was one of the passengers. He left the train yesterday morning and made his way across to Mott Havon, took the suburban rapid transit train, and reached his office about noon, having been about twenty-disc hours on the way from his home at Yonkers.

President Spencer, of the Aqueduct Commissioner Fish, saying that he left Carrisons on the proceeding morning and was snowed in on a Hudson River train near Spayten Duyyd.

MARCH'S UNSUAL RECORD. HIGH WIND VELOCITY REACHED BY THIS STORM-SOME COMPARISONS.

Professor Daniel Draper, of the Park Observatory, in attempting to reach the city Monday morning got stranded at Mott Haven Junction and did not arrive at his office until 11 a. m. yesterday, having been on the road all that time. But though the master was not there the automatic instruments of his creation the road all that time. But though the master was
the road all that time. But though the master was
not there the automatic instruments of his creation
were faithful to the confidence placed in them and
recorded the different phases of the blizzard, with as
men employed by the company hundreds live out of most ordinary kind of a thing for them to do. When a Tribune reporter reached the room containing all the different 'cometers, Mr. Draper was calmly inspecting them while the storm raged above and about. "The storm really began," he said, "at 2:30 Sunday afternoon and ended at 5:30 Monday night." The parometer stood at 29.08 when it began, and during its heighth stood at 29.2. Twenty-one inches of snow fell, which is equal to 2.1 inches of water. The lowest temperature reached was 6 above zero, and

owest temperature reason was a solution of the second at 2 p. m. yesterday it stood 12 above.

The whole winter has been an unusually severe one, the mean average temperature being 22.83 above zero. This low average has been reached in this neighborhood only twice since 1822. In 1856 the average was 22.2 and in 1857 it was 22.4 above. There is no month of March since 1869 in which so much snow fell during the whole month as during the seventeen hours that this storm lasted. During the whole of March, 1875, fifteen and one-quarter inches fell in five storms, which comes reat in comparison. The temperature has reached so low a point in March only six times since 1822. In 1823, 3 above, '56, 5 above, '69, 4 above; '72, 3 above, and '75, 5 above. The wind travelled in the twenty four hours from average was 22.2 and in 1857 it was 22.4 above.

The wind travelled in the twenty-four hours from 7 a. m. Monday to 7 a. m. Tuesday 742 miles. The maximum rate was 40 miles an hour, though several gusts greatly exceeded that. At 2:15 p. m. Monday to 6 a square foot, which is equal to a horizontal movement of 85 miles an hour. Another gust at 2:45 travelled 84 miles an hour, and at 4:20 one travelled 83.3 miles an hour.

Colonel Hain had to get with rom a seek set to step perintend matters on Monday. When seen at his office yesterday he declared that the slevated roads had not at any time during the blizzard been compelled to suspend operations onlicely. We had to give up for a while on some of the lines, 7 he added, but only temporarily. We are all right now and will run on regular time in a few hours.

THE EXAL TROUBLE ON THE ROADS.

In regard to the causes of delay on Monday, he

CAUGUT HERE AND THERE IN THE STORM. NOTES, COMMENTS AND INCIDENTS OF THE BLIZ-ZARD'S VISIT TO NEW-YORK. The prohibition papers, is is thought, will all suspend

ation this week. Cab fares fell suddenly yesterday from \$10 to \$2 a mile.

Poers tramp who cared to work made a week's ordin

Since Monday Justice Duffy has been complaining tha

were the lineman, who climbed to the top of the slippery slegraph poles and clambered over the tey roots to patch The world of society up town is consoling itself that the

At the clubs the failing supply of milk is not can

" Every man his own tailor," is the motto of the pedesrian who ties his old bagging over his shoes and trouser

on the Long Island Railroad since Austia Corbin has been nowed up in one of his own outs.

Howard Carroll's uniucky slip on Monday will be a hard blow to the New-York Riding Club. Mr. Carroll was an enthusiastic horseman and managed personally many of the club's most successful summer excursions through ennecticut and Massachusetta.

There was one coal dealer in Brooklyn who did not ropose to stop business for the blizzard. He harnessed horses to a flat-bottomed row-boat, filled it with coal,

over Jack Frost. Whether the coal got "put in" or not mattered little to him. That was his customers' affair. A boy of about six years old fell from a window in Putnam-ave. on Monday, struck an awning, rolled down, and went head first into a snow drift. He got out himself and

went back crying into the house. Some one ventured to say to Henry George, " You were snowed under last November, weren's you?" where-

upon the "Prophet" smiled with satisfacton. The brotherhood of man was better illustrated than by score of Anti-Poverty lectures.

Those who arrived at Castle Garden for the first time will say that the Yankees who travel in Europe and toll about things American do not exaggerate.

Chinamen preserved a disercet allonce as they saw all collars and cuffs stiffer than starch could make them. The "Oldest Inhabitant" will now die happy. He lived down a generation of success and was at last justifie

Come, now, Commissioner Coleman, just show that your Irish blood is up. Embrace this, the opportunity of your life, and all will be forgiven. Manhattan Island was a network of underground rail-

ads, yet the rapid transit problem remains unsolved. Invalids who cropt out " to see things" now say the will die casy.

There was a "corner" in newspapers, the first ever

Dudes " cawn't weally believe it, you know, deah bwoy. "During an experience of fifty years, gentlemen," he began, "I have never ——" "Told the truth," broke in one of them. "That settles it now, old man. Move on." "The Herald" man, whose prediction was "fair weather, slept to the office that night

Fenian scouts are searching for O'Donovan Rossa, who lives in the far eastern district of Brooklyn in

There is nobody in particular to blame for it. Ever man manfully shoulders his share of the responsibility. Nevertheless, it is well it didn't occur on St. Patrick's

Vienna loaves were fifteen cents; evening papers ten milk per quart twelve; whiskey fluctuated; beer firm. The janitor of the Mutual Life Insurance Building, B. P. Leddy, wasn't afraid to go home. He says he only waited for burglars."

Hold on, young man. Don't be "too previous." Mr. Comstock hasn't yot had his say about these maskers who infested the streets of New-York in attire quaint and outlandish, bidding defiance to the law.

The elevated people weren't close-monthed to newspape They gave them everything except trains. The sleet best a resounding whack against "The

Evening Posts" wrapped around people's trousers to keep them warm. Some of them are suffering from mugwumpts. All of them complain of severe colds. Washington's statue in Union Square confided to

Tribune man that it was a brief reproduction of one of the terrible nights in Valley Forge. Sergius E. Schevich, the Russian Socialist, will now

become a better American. It brought back to his mind that terrible journey to Siberia. And the mischief of the thing is that no man can say "It was un-American."

The message boy who got \$1 for showing a drunke man "around the corner" didn't know it was around the corner of Spruce and Nassau. He knows it now.

"Morning papers i" said the newstoy to an Englishman at the Fifth Avenue Hotel. "Impossible," my boy," he protested, as he adjusted his eyeglass. "These must be yesterday's papers, don's you know." "Rate," said the boy with a grin. "You're in New-York now, sir."

his work, the condition of Broadway was "kept from Come, now, Mr. Cabby, you got your m

STORM DISASTERS.

The cutting winds, the low temperature and the sudden shange will soon neuralgla and rheumatism throughout the community. No known remedy is so actentific and so value in these touties as EDISON'S POLYFORM.

able in these troubles as EDISON'S POLYFORM.

OPPERSOF THE LESSUES AREA COMPANT,

MANUACTURESS OF AUTOMATIC HAMMERIESS GIVES,

I have been a terrible sufferer from neuralgis for a number of years and have probably endured as much ayony as any other man or women in America. On Taureday, Jacousy 12, I was attempting to attend to business while eminting agomies from a sweller face and infannet gams. A firm a suggested that I fry "Edison's Polyform." I was seeptical, but he assured meet to end not hard even a child and hight help he. Finely I consected, and insule of ten minutes the pain left me, the swelling departed and I have never felt better in any life since. I would not be without "Edison's Polyform" now and propose to keep it in my family constantly.

that day will ever stack the dignity of a legal precedent. It was like being locked up in jail together, or on a prolonged voyage. All sense of inequality was f. rgotten and many enemies became friends.

"growlers" of beer to the prisoners on a snowboung

ELEVATED TRAINS RUNNING AGAIN. MAKING ALMOST SCHEDULE TIME ON THE SIXTH AND THIRD AVENUE LINES.

The difficulties of the situation here in regard to local travel were considerably relieved yesterday by the resumption of operations on the elevated rail-roads. Throughout Monday night the work of clear-ing the tracks was kept up with vigor, and before much screenty and accuracy as though it were the most ordinary kind of a thing for them to do. When westerester County-whence it was impossible in the great relief of thousands of anxious citizens.

> By 9 o'clock in the merning one and two-car trains were being run on the Ninth Avenue line every ten or twenty minutes; two and three-car trains on the or twenty minutes, two and tracted tractes; two-car trains on the Third Avenue every five or ten minutes, and two-car trains on the Second Avenue at eight o ten minute intervals. There were some occusional delays, but, as a rule, the service was good and accommodated the public fairly well. As the day were on and more engineers and brake-

PLENTY OF MORNING TRAINS.

men came in, larger trains were run and with greater frequency. "All we need now is our help," said Vice-President Galloway, during the afternoon. "We have trains running regularly on every line clear through. I think that by this evening we'll be in

our normal condition again."

Colonel Hain had to get up from a sick bed to superintend matters on Monday. When seen at his office yesterday he declared that the slevated roads

In regard to the causes of delay on Monday, he couldn't be opened, and fee accumulated so thickly, on the guard rails that the engines could not over-On some of the curves the ice and snow

was blocked up like a wall, and in our yards at Recorst. the snow was six feet deep. The steam gave out in the locomotives frequently in battling with the ice and snow-bound tracits."

Some of the company's employes had to walk five or six miles yesterday to get to their work and many of the station agents and other camployes have been on duty for forty-eight hours. All or meany all of the officials of the road have been at work since the storm began. No accidents were reported yesterday, and despite the fact that the surface roads were itsel up, the travel on the elevated lines was comparatively light. People who could avoid going out did so. Last evening trains were running almost on time on the Third and Sixth Avenue lines.

FROZEN TO DEATH IN ELIZABETH THE GREAT SINGER WORKS CLOSED DOWN-LIVE STOCK DYING IN CARS. experience of the last two days was entirely

For a day and a half the city has been a entirely isolated from the rest of the world. Nine-tenths of the 2,000 people who go every day to New-York were unable or unwilling to attempt their usual trip and stayed at home. Of those who started, a few got through safety, but the larger number were snow-bound at different points and have not been heard the sheep and cattle are frozen to death. In the Pennsylvania freight yard a car-road of sheep perished. Company reached the works yesterday morning, but found the great factory closed for lack of coal. Nellie Ford, age seven, was yesterday found in a big 440 by the police. The child was on her way to the Singer factory with her brother's dinner, but story is hard to find, that not a single funeral took place on Manhattan Island during the first day of the storm.

The undertakers held themselves aloof from the general had similar experiences. A young actor named Elliv. came fatigued and bewildered. She sank into a great in his efforts to struggle through the deep snow, fel-

stumbling podestrians, and made his deliveries, triumphant

Every effort was made to save him but he died is a short time.

The first copies of New-York papers arrived at mony yesterday on the steamer chancellor and were brought up from the port by sleighs. Instantly the news stands were beselged and the papers sold rapidly at ten cents a copy.

A remarkable journey was made by a man who had a commuter's ticket, but no money in his pochet. He walked from Communique along the track of the Central Radicoad, crossed the long bridge, which stretches a mile and a half from one side of Newark Bay to the other, and reached Elizabeth, showing the effects of his fourteen mile journey, but pluckily proceeded on his way to Plainfield, twelve miles distant.

THE WEATHER IN VIRGINIA. Richmond, Va., March 13.-Rain, snow and high winds prevalled here all day on Monday and last night. To-day there is a clear sky, with a northeasterly gale.

THE SITUATION AT PHILADELPHIA. Philadelphia, March 13.—There is little improve-ment to-day. The stagnation in business caused by four-horse teams. Little effort is made to run trains over any of the roads centering here, attention being mainly given to efforts to clear the tracks. Trains arrived from Saltimore and Washington during the day. On the Pennsylvania road a train left here at 4 530 p. m. for Batlimore and Washington.

A BLIZZARD NORTH OF LAKE SUPERIOR. St. Paul, Minn., March 13 .- A Winnipeg, Man., diseatch to "The Pioneer Press" says: "A terrific blis-Continued on Fifth Page.

ECZEMA

And Every Species of Itching and Burning Diseases

Ecrems or Sait Rheum with its agenting itching and burning instantly relieved by a warm bath with CUTLA CURA SOAP, and a single application of CUTICURA, the great Skin Cure. This, repeated daily, with two or three doese of CUTICURA RESOLVENT, the New Hlood Purifier, to keep the blood cool, the perspirator pure and unirritating, the bowels open, the liver and kidneys active, will speedily cure Ecrems. Tetter, Ringworm, Paoriasis, Lichen, Pruritua Scali Head, Dandrug, and every species of Itching, Scaly and Pimply Humore of the Scalp and Skin, when the best physicians and all known remedies fail.

I gratefully soknowledge a cure of Ecrems, or Sale Rheum, on head, nock, face, arms and legs for seventeen years; not able to walk except on hands and knees for one year; not able to help myself for eight years; tries hundreds of remedies; doctors pronounced my case hope will Medon ALD.

ECZEMA.

Some five months ago I had the pleasure to inform you find my improvement in the use of the CUTICURA REMARKS of the my case of severe Chronic Exercise Exptess to a do-day cheerfully confirm all I then said, consider my cure perfect and complete, and attribute entirely to your remedies, having used no others, premark the premark of the confider my cure perfect and complete, and attribute entirely to your remedies, having used no others, premark ESCENCHARDO, 8300 Pennsylvania-ave, St. Louis, Mo.

ECZEMA.

I have suffered from Sait Rheum for over eight years times so bad that I could not attend to my busines r weeks at a time. Three boxes of CUTICURA an ur boxes of RESOLVENT have entirely cured me

JOHN THIEL, WHESEBERTS, PORD. Sold everywhere Price CUTICURA, 50c ; SOAR 25c ; RESOLVENT, 51. Prepared by the POTTER DRUG AND OHEMICAL CO., Boston, Mass. [37] Send for "How to Cure Skin Diseases," 52 pages, 50 lilustrations and 100 testimonials.

HOW MY BACK ACHES.

Hack Ache, Kidney Pains and Waskness, Sorensee, Lamensee, Strains and Pain relieved in one minning by the Cuttoura Auti. Pain Placese. The Sret and only pain-killing Places. 26 cents.